SOUTHERN DISTRICT OF MISSISSIPPI
FILED
MAY 19 2017
ARTHUR JOHNSTON
BY ______ DEPUTY

IN THE UNITED STATES DISTRICT COURT
FOR THE SOUTHERN DISTRICT OF MISSISSIPPI
NORTHERN DIVISION

HINDS COUNTY, MISSISSIPPI BOARD OF SUPERVISORS; CHARLES HOLMES, DWAYNE STARLING, and TERRY STARLING, Individually, and on Behalf of All Others Similarly Situated **PLAINTIFFS**

VS. **CIVIL ACTION NO.** 3:17cv389CWR-LRA

DICK HALL, in His Official Capacity as Commissioner of the Mississippi Transportation Commission; the MISSISSIPPI TRANSPORTATION COMMISSION f/k/a the MISSISSIPPI DEPARTMENT OF TRANSPORTATION; and the CENTRAL MISSISSIPPI PLANNING AND DEVELOPMENT DISTRICT **DEFENDANTS**

JURY DEMANDED
COMPLAINT
JURISDICTION AND VENUE

1. Plaintiffs, the Hinds County, Mississippi Board of Supervisors ("BOS"), in its official capacity; Charles Holmes, Dwayne Starling, and Terry Starling, individually and on behalf of all others similarly situated, bring this action for declaratory and injunctive relief, restitution, compensatory damages, pre-judgment interest, post-judgment interest, attorney fees, and court costs against the defendants, Dick Hall, in his official capacity as Commissioner of the Mississippi Transportation Commission; the Mississippi Transportation Commission ("MTC") f/k/a the Mississippi Department of Transportation ("MDOT"); and the Central Mississippi Planning and Development District ("CMPDD"), pursuant to the 14th Amendment to the United States Constitution, 28 U. S. C. §§ 1331, 1343, 2201, and 2202, the surface transportation block grant program and the metropolitan transportation policy, 23 U. S. C. §§ 101, 133,and 134, and Title VI of the Civil Rights Act of 1964, 42 U. S. C. § 2000d, 42 U. S. C. §§ 1983 and 1988, and the federal

regulations made applicable to the defendants pursuant to 23 C. F. R. Part 200 through 23 C. F. R. Part 200.9, 23 C. F. R. Part450.220(a)(2), 49 C. F. R. Part 5(b)(2), 49 C. F. R. Part 21.5(b)(3), 49 C. F. R. Part 21.5(b)(7), and 42 C. F .R. Part 21.5.

2. The jurisdiction of this Court is invoked pursuant to the 14th Amendment to the United States Constitution, 28 U. S. C. § § 1331, 1343, 2201, and 2202, and 42 U. S. C. § 1983, and Title VI of the Civil Rights Act of 1964, 42 U. S. C. § 2000d, and the regulations applicable thereto, 23 C.F.R. Part 200, and 49 C.F.R. Part 21.5.

3. This Court has venue of this action pursuant to 28 U. S. C. § 1391(b)(1) because the defendants are residents in the Northern Division of the United States District Court for the Southern District of Mississippi.

PARTIES

4. Plaintiffs, Charles Holmes, Dwayne Starling, and Terry Starling, are adult African-American resident citizens of Hinds County, Mississippi, whose post office and street address is Hinds County, Mississippi.

5. The plaintiffs are all adult resident African-American citizens, federal and state taxpayers, and landowners of Hinds County, Mississippi, the only county in Central Mississippi that is an urbanized area with a population of 200,000 or more, within the meaning of the surface transportation block grant program and the metropolitan transportation policy, 23 U. S. C. §§ 101, 133, and 134, and the regulations promulgated pursuant thereto.

6. A majority of the population of Hinds County, Mississippi is composed of African-Americans, and African American citizens, taxpayers, and landowners in the urbanized area of Hinds County, Mississippi have been the victims of intentional and disparate discrimination by the

defendants, and they have suffered a disparate impact as a results of the racial discrimination in the spending and distribution of federal highway and bridge funds for more than 45 years by the defendants.

7. The plaintiffs have standing to bring the instant action inasmuch as they are African American citizens, taxpayers, and landowners and a local governmental unit whose right to benefit from federal highway grants and loans received by the defendants through the Federal Highway Administration ("FHWA"), the Federal Transit Administration ("FTA"), and the National Highway Traffic Safety Administration ("NHTSA") has been denied by the defendants in the administration and spending of said funds on account of race in violation of the provisions of Title VI of the Civil Rights Act of 1964, 42 U. S. C. § 2000d, the Surface Transportation Block Grant Program, 23 U. S. C. §§ 101, 133, and 134, and the federal regulations promulgated pursuant to the federal statutes, 23 C. F. R. Part 200 through 23 C. F. R. Part 200.9, 23 C. F. R. Part 450.220(a)(2), 49 C. F. R. Part 5(b)(2), 49 C. F. R. Part 21.5(b)(3), 49 C. F. R. Part 21.5(b)(7), and 42 C. F .R. Part 21.5.

8. Plaintiffs, Charles Holmes, Dwayne Starling, and Terry Starling, bring this action individually and, pursuant to *Fed. R. Civ. P. 23(a), (b)(2),* and ©, as a class action on behalf of all others similarly situated with the class defined as "all African American citizens, taxpayers, landowners, and residents of Hinds County, Mississippi."

9. Plaintiff, Hinds County, Mississippi Board of Supervisors ("BOS"), is a five member local governmental body of the State of Mississippi that is the governing body for Hinds County, Mississippi, with 80% of the board members being African-Americans. Plaintiff, BOS, bring this action in its official capacity only as the duly authorized governing authority for Hinds County, Mississippi and on behalf of the population of Hinds County, Mississippi, which under federal laws

and regulations is an urbanized area. The population of Hinds County, Mississippi, according to the 2010 federal decennial census is 248,643 persons, of whom 69.8% are African-Americans and 28.2% are Caucasians. The post office and street address of the BOS is Jackson, Mississippi. The BOS has authorized this civil action.

10. Defendant, Dick Hall, is an adult Caucasian resident citizen of Madison County, Mississippi, who is sued in this action in his official capacity as Commissioner of the Mississippi Transportation Commission ("MTC) f/k/a the Mississippi Department of Transportation ("MDOT"). The defendant, Dick Hall, in his official capacity as Commissioner of the Central District of the MTC f/k/a the MDOT, has deprived the plaintiffs of their constitutional and federal statutory civil rights to receive their just and proportionate share of federal highway and bridge funds. Pursuant to Miss. Code Ann. §§ 65-1-2 and 65-1-3, the defendant, Dick Hall, has the statutory authority to act as chief administrative officer for the Central District of the MTC f/k/a the MDOT and is charged with the responsibility of overseeing the transportation needs of all citizens in his district and assuring that all federal transportation funds are allocated in compliance with federal law. This defendant may be served with the process of this Court at the Mississippi Transportation Commission, whose address is 401 N. West Street, Jackson, Mississippi 39201.

11. Defendant, the Mississippi Transportation Commission ("MTC") f/k/a the Mississippi Department of Transportation ("MDOT"), is a governmental agency of the State of Mississippi comprised of three Caucasian members, that, pursuant to MISS. CODE ANN. § 65-1-5 and 42 U. S. C. § 2000d, may be sued in this Court, and as such, this defendant has waived any immunity under the 11th Amendment to the United States Constitution. This defendant is sued in its official capacity and may be served with the process of this Court by serving the secretary of the Mississippi

Transportation Commission, Amy Hornback, whose address is 401 N. West Street, Jackson, Mississippi 39201 and Jim Hood, Attorney General of the State of Mississippi, whose address is Walter Sillers Building, 550 High Street, Suite 1200, Jackson, Mississippi 39201.

12. Defendant, the Central Mississippi Planning and Development District ("CMPDD"), is a non-profit corporation organized and existing under the laws of the State of Mississippi that may be served with the process of this Court by serving its registered agent for the service of process, James H. Herring, whose post office and street address is 1170 Lakeland Drive, Jackson, Mississippi 39296.

FACTS

13. The MTC f/k/a MDOT is a governmental entity for the State of Mississippi charged with the administration of highway and bridge funds received by the State of Mississippi primarily from the following agencies of the United States: (a) the United States Department of Transportation ("USDOT"), the Federal Highway Administration ("FHWA"), the Federal Transit Authority ("FTA") and the National Highway Traffic Safety Administration ("NHTSA").

14. The federal funds received by the MTC f/k/a MDOT from the USDOT, the FHWA, the FTA, and the NHTSA are commonly referred to as federal highway and bridge funds. The federal highway and bridge funds received by the MTC a/k/a MDOT from the United States for the past 45 plus years have been funds from congressional earmarks, the Bridge Replacement Program, National Highway Program, the Interstate Maintenance Programs, the Transportation Enhancement Funds, the Safe Routes to Schools Program, the Highway Safety Improvement Program, the Strategic Highway Safety Program, the surface transportation block grant program and the metropolitan transportation policy, and federal grants and loans from non-USDOT federal agencies eligible to be

used as matching funds for the FHWA, the FTA, and the NHTSA awards, special appropriations made by Congress, the Interstate Maintenance Program, the Federal Railroad Administration, and other federal road and bridge aid and loan programs. All of these programs will be collectively referred to as "the federal highway and bridge fund programs."

15. The MTC f/k/a MDOT was, at all relevant times herein, prohibited by federal laws and regulations from discriminating against any person in the United States on the grounds of race, color, or national origin or deny benefits, financial aid, or service for any federal highway, road, and bridge fund program on account of race, color, or national origin.

16. The plaintiffs are persons within the definition of relevant federal laws and regulations who are protected against discrimination by any State, political subdivision, or any State agency in the receipt and distribution of federal highway and bridge funds on account of race, color, or national origin.

17. The MTC f/k/a MDOT is composed of three commissioners elected from three separate areas of the State of Mississippi designated as the Northern, Central, and Southern Districts.

18. All of the commissioners of the MTC f/k/a MDOT are and have always been Caucasian.

19. The defendant, Dick Hall, is the duly elected and serving Commissioner from the Central District of the MTC f/k/a MDOT which is comprised of 22 Mississippi counties, including Hinds, Madison, and Rankin.

20. Federal law and regulations provide that the federal highway and bridge fund programs and funds that have been awarded and loaned to the various States over the past 45 plus years had to be administered and spent on a non-discriminatory basis by the various States through

metropolitan planning organizations ("MPOs").

21. The MTC f/k/a MDOT is the State Transportation Department for the State of Mississippi charged with the responsibility of administering the federal highway and bridge fund programs on a non-discriminatory basis.

22. The federal highway and bridge funds received by the MTC f/k/a MDOT were and are to be administered and spent by a MPO created by the State of Mississippi and administered according to a population formula whereby 50% or more of such funds are to be spent in an urbanized area with a population of 200,000 or more.

23. The federal highway statute defines "urbanized area as "an area with a population of 50,000 or more designated by the Bureau of the Census, within boundaries to be fixed by responsible State and local officials in cooperation with each other, subject to approval by the Secretary," 23 U. S. C. § 101(a)(34).

24. The population for Hinds, Madison, and Rankin Counties in Mississippi as published in the federal decennial census for census years 1970, 1980, 1990, 2000, and 2010 are as follows:

CENSUS YEAR	HINDS	MADISON	RANKIN
1970	214,973	29,737	43,933
1980	250,998	41,613	69,427
1990	254,441	53,794	87,161
2000	250,800	74,674	115,327
2010	245,285	95,203	141,617.

25. The federal surface transportation block grant program, 23 U. S. C. § 133(d)(1)(A), provides that 50% or more of the federal surface transportation funds for the State of Mississippi

should have been spent by the State based on a population formula with the percentage of the funds being spent in proportion to the relative share of the population of the State as follows: (a) in urbanized areas with an urbanized area population of over 200,000; (b) in areas other than urbanized areas with a population greater than 5,000; and © in other areas of the State.

26. The remainder of Mississippi's federal surface transportation block granted funds may be obligated in any area of the State, 23 U. S. C. § 133(d)(1)(B).

27. Hinds County, Mississippi was the only county in Central Mississippi in 1970, 1980, 1990, 2000, and 2010 with an urbanized population of 200,000 or more according to 23 U. S. C. § 133(d)(1)(A)(I).

28. A majority of the population in the Mississippi tri-county area of Hinds, Madison, and Rankin ("tri-county") according the 1970, 1980, 1990, 2000, and 2010 has been in Hinds County, Mississippi.

29. The county percentages of the population of the Mississippi tri-county area as published in the federal decennial census for census years 1970, 1980, 1990, 2000, and 2010 are as follows:

CENSUS YEAR	HINDS	MADISON	RANKIN	TOTAL POP.
1970	74.48%	10.30%	15.22%	288,643
1980	69.33%	11.49%	19.18%	362,038
1990	64.35%	13.61%	22.04%	395,396
2000	56.90%	16.94%	26.16%	440,801
2010	50.88%	19.75%	29.37%	482,105

30. African-Americans have comprised a substantial portion of Hinds County's

population since 1970 and a majority of the population in Hinds County Mississippi since the1990 federal decennial census.

31. The population by race, for Hinds, Madison, and Rankin Counties in Mississippi as published in the federal decennial census for census years 1970, 1980, 1990, 2000, and 2010 are as follows:

YEAR	HINDS		MADISON		RANKIN		HINDS COUNTY'S Pct. of Tri-County Area
	Black	White	Black	White	Black	White	
1970	84,064	130,592	18,548	11,148	12,354	31,529	74.48%
1980	113,153	136,563	23,264	18,206	12,931	56,239	69.33%
1990	129,558	123,177	23,731	29,789	14,610	72,033	64.35%
2000	153,297	93,584	27,987	45,021	19,743	93,450	56.90%
2010	171,209	69,170	36,748	55,123	27,757	110,320	50.88%

32. The percentages of the population by race for Hinds, Madison, and Rankin Counties in Mississippi as published in the federal decennial census for census years 1970, 1980, 1990, 2000, and 2010 are as follows:

YEAR	HINDS		MADISON		RANKIN		HINDS COUNTY'S Pct. of Tri-County Area
	Black	White	Black	White	Black	White	
1970	39.10%	60.75%	62.37%	37.49%	28.12%	71.77%	74.48%
1980	45.08%	54.41%	55.91%	43.75%	18.63%	81.00%	69.33%
1990	50.92%	48.41%	44.11%	55.38%	16.76%	82.64%	64.35%

2000	61.1%	37.3%	37.5%	60.3%	17.1%	81.0%	56.90%
2010	69.8%	28.2%	38.6%	57.9%	19.6%	77.9%	50.88%

33. Counties in Mississippi are governed by a five-member board of supervisors elected by the voters from single member districts.

34. African-Americans have comprised a majority of the BOS for Hinds County, Mississippi since shortly after the 1990 federal decennial census.

35. There were two African-American Supervisors serving on the BOS for Hinds County, Mississippi between 1980 and 1991, and three or more African-American Supervisors serving on the BOS for the county since 1991.

36. The white population in Hinds County, Mississippi began to move to Madison County, Mississippi and Rankin County, Mississippi after African-Americans were elected to the Hinds County BOS resulting in the county now having a majority black population.

37. A majority of the members of the boards of supervisors for Madison County, Mississippi have been Caucasian since the county was created, and a majority of the population of Madison County, Mississippi has been Caucasians since 1990.

38. A majority of the members of the boards of supervisors for Rankin County, Mississippi have been Caucasian since the county was created, and a majority of the populations of Rankin County, Mississippi has been Caucasians since 1970.

39. The State of Mississippi, by and through the MTC f/k/a MDOT, created the CMPDD, which is comprised of seven (7) counties in central Mississippi, namely: Copiah, Hinds, Madison, Rankin, Simpson, Warren, and Yazoo, and the State of Mississippi, by and through the MTC f/k/a MDOT, and its designee, the CMPDD, created the MPO for the Jackson Statistical Metropolitan

Area ("JSMA") which includes Hinds, Rankin and Madison Counties in Central Mississippi.

40. The defendant, the CMPDD, as the MPO for the JSMA, has discriminated, on account of race, against the plaintiffs in the distribution and spending of federal highway and bridge funds on an annual basis since publication of the 1970 federal decennial census.

41. The MTC f/k/a MDOT and the CMPDD, for more than 45 plus years, beginning in the 1970's and continuing annually since then through 2016 have discriminated against African-American citizens in Hinds County, Mississippi and the BOS in the distribution of federal highway and bridge funds, including, but not limited funds under the surface transportation block grant program and the metropolitan transportation policy, 23 U. S. C. §§ 101, 133, and 134, and the regulations promulgated pursuant thereto, 23 C. F. R. Part 200 through 23 C. F. R. Part 200.9, 23 C. F. R. Part 450.220(a)(2), 49 C. F. R. Part 5(b)(2), 49 C. F. R. Part 21.5(b)(3), and 49 C. F. R. Part 21.5(b)(7), in violation of Title VI of the Civil Rights Act of 1964, 42 U. S. C. § 2000d, 42 U. S. C. § 1983, and the federal regulations promulgated pursuant thereto, 42 C. F .R. Part 21.5.

42. The CMPDD created the JSMA, according to the Transportation Improvement Program ("TIP") for the JSMA, for the purpose of "coordinating transportation programs for all jurisdictions within the urbanized areas of Hinds, Madison, and Rankin Counties, Mississippi.

43. The primary mission of the TIP Program for the JSMA MPO created and operated by CMPDD and the MTC f/k/a MDOT, according to the TIP, was to develop and maintain a transportation planning process that is in compliance with federal and state requirements and that supports the development and enhancement of sustainable multi-modal facilities, programs, and systems in the Jackson Urbanized Area.

44. The JSMA TIP is a financially constrained four-year program that has been renewed

every four years since 1970 for the purpose of addressing short-term transportation priorities and the long-term transportation priorities that are consistent with the area's long-range transportation plan ("LRTP").

45. The JSMA TIP is supposed to allocate the limited transportation resources among the various capital and operating needs of the Jackson Urbanized Area based on locally developed priorities and on a racially non-discriminatory basis.

46. The defendants have from the 1970's until 2016, on a continual and annual basis, deliberately and intentionally failed and refused to develop and maintain a transportation process in a racially non-discriminatory manner in compliance with federal law and regulations.

47. From the 1990's until 2016, the defendants have received federal highway and bridge funds annually that were supposed to be used primarily in Hinds County, Mississippi, the only county in Mississippi with a population greater than 200,000 persons, but the defendants have diverted the majority of those funds from majority black Hinds County to majority white Madison County and Rankin County.

48. The defendants, jointly and severally, have deliberately and intentionally discriminated against the plaintiffs continually and annually from the 1970's until 2016 by diverting federal highway and bridge funds from Hinds County, Mississippi to Madison County, Mississippi and Rankin County, Mississippi on account of race, and the actions and inactions of the defendants, jointly and severally, in diverting federal highway and bridge funds from the 1970's until 2016, on a continual and annual basis, from Hinds County to Madison County and Rankin County have resulted in discrimination against the plaintiffs.

49. The defendants, jointly and severally, have annually and continuously since the

1970's, without any intervening actions, decisions, or policies, violated Title VI of the Civil Rights Act of 1964, 42 U. S. C. § 2000d, and the federal regulations promulgated thereto.

50. The defendants have since the 1970's annually and continuously deliberately and intentionally failed and refused to address the short-term transportation priorities and the long-term transportation priorities consistent with those of Hinds County, Mississippi and the City of Jackson, Mississippi, which are a majority African-American county and municipality.

51. The defendants have annually and continuously deliberately and intentionally since the 1970's failed and refused to allocate the federal highway and bridge resources received from the FHWA, the FTA, and the NHTSA, including the surface transportation block grant program and the metropolitan transportation policy, in the urbanized area with a population of 200,000 or more, within the meaning of the surface transportation block grant program and the metropolitan transportation policy, on a racially non-discriminatory basis.

52. The defendants have annually and continuously deliberately and intentionally since the 1970's failed and refused to allocate the federal highway and bridge resources received from the FHWA, the FTA, and the NHTSA, including the surface transportation block grant program and the metropolitan transportation policy, among various capital and operating needs of Hinds County, Mississippi, the City of Jackson, Mississippi, and other municipalities within Hinds County, Mississippi which have a majority African-American population or a substantial African-American population.

53. The defendants, Dick Hall, the MTC f/k/a MDOT, and the CMPDD were, at all times relevant herein, acting under color of law of the State of Mississippi according to policies, customs, and practices of the State of Mississippi which intentionally and deliberately discriminated or

resulted in discrimination against African American citizens in Hinds County, Mississippi.

54. The federal highway and bridge funds allocated to the State of Mississippi since the 1970's have been allocated to the State of Mississippi primarily through the Surface Transportation Program ("STP") and distributed to the MTC f/k/a MDOT.

55. Once the MTC f/k/a MDOT received the federal highway and bridge funds primarily through the STP, the MTC f/k/a MDOT should have distributed those funds to various MPOs on a population based formula.

56. The MPO for Central Mississippi is the JSMA.

57. Since inception of the MPO for Central Mississippi by the MTC f/k/a MDOT and the CMPDD, the JSMA has been operated by a governing board whose membership has always been majority white.

58. At all times relevant herein, the majority white governing board of the JSMA MPO has had the responsibility to administer and distribute all federal highway and bridge funds granted and loaned to the JSMA MPO through the STP, the MTC f/k/a MDOT, and the CMPDD, directly or indirectly, in compliance with all applicable federal statutes and regulations, including the federal statutes and regulations requiring the administration and distribution of federal highway and bridge funds on a non-discriminatory basis.

59. At all times relevant herein, the JSMA MPO was an agency and arm of the MTC f/k/a MDOT and the CMPDD.

60. At all times relevant herein, the JSMA MPO acted in the administration and distribution of federal highway and bridge funds for a racially discriminatory purpose, and its actions and inactions resulted in discrimination against African-American citizens in Hinds County,

Mississippi with the approval of the MTC f/k/a MDOT and the CMPDD.

61. At all times relevant herein, the JSMA MPO acted pursuant to the rules, regulations, practices, procedures, and orders of the MTC f/k/a MDOT and the CMPDD for a racially discriminatory purpose, and the actions and inactions resulted in discrimination against African-American citizens in Hinds County, Mississippi.

62. During the time period the 1970's to 1989, the MTC f/k/a MDOT and the CMPDD intentionally and deliberately administered the federal highway and bridge fund programs on a racially discriminatory basis , and the actions and inactions resulted in discrimination against the plaintiffs.

63. During the time period 1990 to December 21, 2012, the MTC f/k/a MDOT and the CMPDD intentionally and deliberately continued to administer the federal highway and bridge fund programs on a racially discriminatory basis.

64. During the time period 1990 to December 21, 2012, the MTC f/k/a MDOT and the CMPDD, the actions and inactions of the defendants in continuing to administer the federal highway and bridge fund programs on a racially discriminatory basis resulted in discrimination against the plaintiffs.

65. During the time period 1990 to 2012, the MTC f/k/a MDOT and the CMPDD estimated the total costs of road and bridge projects that needed to be initiated or repaired and the federal road and bridge funds received for those projects is as follows:

COUNTY	TOTAL COSTS	FEDERAL FUNDS	BRIDGES Repair/Replace
Hinds	$956,172,660.00	$726,962,816.20	74

Madison	$757,827,553.00	$428,691,737.46	58
Rankin	$574,377,026.00	$464,585,708.77	45
TOTAL	$2,288,377,239.00	$1,620,240,262.43	177

66. During the time period 1990 to 2012, the MTC f/k/a MDOT and the CMPDD spent the following federal funds in the urbanized area, although Hinds County, Mississippi was the only federal urbanized area:

COUNTY	FEDERAL FUNDS	PERCENTAGE
Hinds	$726,962,816.20	45%
Madison	$428,691,737.46	26%
Rankin	$464,585,708.77	29%
TOTAL	$1,620,240,262.43	100%

67. During the time period 2012 to December 31, 2016, the MTC f/k/a MDOT and the CMPDD intentionally and deliberately continued to administer the federal highway and bridge fund programs on a racially discriminatory basis.

68. During the time period 2012 to December 31, 2016, the MTC f/k/a MDOT and the CMPDD, the actions and inactions of the defendants in continuing to administer the federal highway and bridge fund programs on a racially discriminatory basis resulted in discrimination against the plaintiffs.

69. During the time period 2012 to December 31, 2016, the MTC f/k/a MDOT and the CMPDD received funds for the federal highway and bridge fund programs and administered those funds for the urbanized area in the following manner:

National Highway Traffic Safety Administration (NHTSA) Funds

COUNTY	TOTAL PROJECT FUNDS 2012 to 2016	PCT. OF TOTAL
HINDS	$21,069,082	89.12%
MADISON	$1,383,173	5.85%
RANKIN	$1,187,994	5.03%
TOTAL	$23,640,249	100%

Federal Transit Administration (FTA) Funds

COUNTY	TOTAL PROJECT FUNDS 2012 to 2016	PCT. OF TOTAL
HINDS	$16,311,548	84.79%
MADISON	$1,157,763.03	6.02%
RANKIN	$1,768,085	9.19%
TOTAL	$19,237,396.03	100%

Federal Highway Administration (FHA) Funds

COUNTY	TOTAL PROJECT FUNDS 2012 to 2016	PCT. OF TOTAL
HINDS	$353,598,327.21	40.553%
MADISON	$261,185,550.21	29.955%
RANKIN	$257,156,703	29.492%
TOTAL	$871,940,580.42	100%

70. During the period of time 1990 to December 31, 2016, the MTC f/k/a MDOT and the CMPDD have received a total of $2,535,058,487.88 federal highway and bridge fund programs funds for an urbanized area, with Hinds County, Mississippi being the only urbanized area in the State with a population in excess of 200,000, and the MTC f/k/a MDOT and the CMPDD have spent and used those funds in the following amounts in the following counties:

COUNTY	TOTAL FEDERAL FUNDS	PERCENTAGE
Hinds	$1,117,941,773	44.10%
Madison	$692,418,223	27.31%
Rankin	$724,698,490	28.59%
TOTAL	$2,535,058,487.88	100%

71. At all times relevant herein, the defendants, jointly and severally, deliberately, intentionally, and with reckless disregard for the rights of the plaintiffs failed and refused to administer and distribute all federal highway and bridge funds granted and loaned to the JSMA MPO through the STP, MTC f/k/a MDOT, and the CMPDD, directly or indirectly, in compliance with all applicable federal statutes and regulations, including the federal statutes and regulations requiring the administration and distribution of federal highway and bridge funds on a non-discriminatory basis.

72. At all times relevant herein, the defendants, jointly and severally, deliberately, intentionally, and with reckless disregard for the rights of the plaintiffs administered and distributed a majority of the federal highway and bridge funds that the JSMA MPO has received over the past 45 plus years to primarily Caucasian contractors for projects primarily in white majority areas of Madison and Rankin Counties in Central Mississippi for a racially discriminatory purpose and results.

73. At all times relevant herein, the defendants, jointly and severally, deliberately, intentionally, and with reckless disregard for the rights of plaintiffs refused to administer and distribute a majority of the federal highway and bridge funds that the JSMA MPO has received over the past 45 plus years to black contractors or in black majority areas in Hinds County, Mississippi.

74. At all times relevant herein, the defendants, jointly and severally, deliberately, intentionally, and with reckless disregard for the rights of plaintiffs knew or should have known that the JSMA MPO was administering and distributing a majority of the federal highway and bridge funds that the JSMA MPO has received over the past 45 plus years primarily to Caucasian contractors and primarily for projects in white majority areas in Madison and Rankin Counties in Central Mississippi.

75. At all times relevant herein, the defendants, jointly and severally, deliberately, intentionally, and with reckless disregard for the rights of plaintiffs knew or should have known that the JSMA MPO was not distributing or administering a majority of the federal highway and bridge funds that the JSMA MPO had received over the past 45 plus years to black contractors or in black majority areas in Hinds County, Mississippi.

76. At all times relevant herein, the MTC f/k/a MDOT and the CMPDD had the responsibility to audit, monitor, and ensure compliance by the JSMA MPO with all applicable federal statutes and regulations, including the federal statutes and regulations requiring the administration and distribution of federal highway and bridge funds on a non-discriminatory basis, in the administration, distribution, and expenditure of all federal highway and bridge funds and funds granted and loaned to the JSMA MPO.

77. At all times relevant herein, the MTC f/k/a MDOT and the CMPDD knew or should have known that the JSMA MPO was deliberately, intentionally, and with reckless disregard for the rights of plaintiffs failing and refusing to comply with all applicable federal statutes and regulations, including the federal statutes and regulations requiring the administration and distribution of federal highway and bridge funds on a non-discriminatory basis, in the administration, distribution, and

expenditure of all federal highway and bridge funds and funds granted and loaned to the JSMA MPO.

78. At all times relevant herein, the MTC f/k/a MDOT and the CMPDD knew or should have known that the JSMA MPO was deliberately, intentionally, and with reckless disregard for the rights of plaintiffs was administering and distributing a majority of the federal highway and bridge funds that the JSMA MPO has received over the past 45 plus years to primarily Caucasian contractors for projects primarily in white majority areas in Madison and Rankin Counties in Central Mississippi.

79. At all times relevant herein, the MTC f/k/a MDOT and the CMPDD knew or should have known that the JSMA MPO was deliberately, intentionally, negligently, and recklessly failing and refusing to distribute or administer a majority of the federal highway and bridge funds that the JSMA MPO had received over the past 45 plus years to black contractors or in black majority areas in Hinds County, Mississippi.

80. At all times relevant herein, the MTC f/k/a MDOT and the CMPDD deliberately, intentionally, and with reckless disregard for the rights of the plaintiffs refused to require the JSMA MPO to cease and desist in deliberately, intentionally, and with reckless disregard for the rights of plaintiffs administering and distributing federal highway and bridge funds that the JSMA MPO has received over the past 45 plus years on account of race.

81. At all times relevant herein, the MTC f/k/a the MDOT and the CMPDD deliberately, intentionally, and with reckless disregard for the rights of plaintiffs refused to require the JSMA MPO to administer and distribute federal highway and bridge funds that the JSMA MPO has received over the past 45 years on a racially non-discriminatory basis.

82. At all times relevant herein, the MTC f/k/a MDOT and the CMPDD deliberately, intentionally, and with reckless disregard for the rights of plaintiffs refused to require the JSMA MPO to administer and distribute federal highway and bridge funds that the JSMA MPO has received over the past 45 years in compliance with all applicable federal statutes and regulations, including the federal statutes and regulations requiring the administration and distribution of federal highway and bridge funds on a non-discriminatory basis.

83. At all times relevant herein, the MTC f/k/a MDOT and the CMPDD deliberately, intentionally, and with reckless disregard for the rights of plaintiffs refused to audit, monitor, and ensure that the JSMA MPO was distributing and administering the federal highway and bridge funds that the JSMA MPO has received over the past 45 years on a racially non-discriminatory basis.

84. The federal highway and bridge STP funds allocated to the MTC f/k/a MDOT and redistributed by the MTC f/k/a the MDOT to the MPOs, including the CMPDD for the JSMA, have not been distributed to the MPOs on a non-discriminatory basis.

85. The federal highway and bridge STP funds allocated to the MTC f/k/a MDOT and redistributed by the MTC f/k/a the MDOT to the MPOs, including the CMPDD for the JSMA, have not been distributed to the MPOs on a population based formula.

86. The population based formula, according to 23 U. S. C. § 133(d), requires funds to be allocated to three categories of population districts, namely: (a) urbanized areas with a population in excess of 200,000 persons, (b) urbanized areas with a population between the range of 5,000 persons and 200,000 persons, and © areas with a population of less than 5,000 persons.

87. According to 23 U. S. C. § 133(d), urbanized areas with a population of more than 200,000 persons qualify for greater level of federal funding than those areas with population of less

than 200,000 persons.

88. Hinds County, Mississippi is the only county in the JSMA that qualifies as an urbanized area with a population in excess of 200,000 persons, and Hinds County, Mississippi has had a population in excess of 200,000 persons and qualified as an urbanized area since 1970 whereas neither Madison nor Rankin Counties have had a population in excess of 200,000 persons.

89. Despite the fact that Madison County, Mississippi and Rankin County, Mississippi, standing alone, do not qualify as an urbanized area with a population in excess of 200,000 persons, the MTC f/k/a MDOT and the CMPDD since 1970 intentionally and deliberately joined Madison County, Mississippi and Rankin County, Mississippi with Hinds County, Mississippi, for a racially discriminatory purpose to manufacture an urbanized area comprised of the tri-county area with a population in excess of 200,000 persons that would be controlled by members of a governing body who are majority white who deliberately and intentionally distributed a majority of the federal highway and road bridge funds to majority white Rankin County, Mississippi and Madison County, Mississippi.

90. Despite the fact that Madison County, Mississippi and Rankin County, Mississippi, standing alone, do not qualify as an urbanized area with a population in excess of 200,000 persons, the MTC f/k/a MDOT and the CMPDD since 1970 joined Madison County, Mississippi and Rankin County, Mississippi with Hinds County, Mississippi which resulted in manufacturing an urbanized area comprised of the tri-county area with a population in excess of 200,000 persons that would be controlled by members of a governing body who are majority white who distributed a majority of the federal highway and road bridge funds to majority white Rankin County, Mississippi and Madison County, Mississippi.

91. Despite the fact that Madison County, Mississippi and Rankin County, Mississippi, standing alone, do not qualify as an urbanized area with a population in excess of 200,000 persons, the MTC f/k/a MDOT and the CMPDD since 1970 intentionally and deliberately joined Madison County, Mississippi and Rankin County, Mississippi with Hinds County, Mississippi in order to divert federal highway funds from black majority Hinds County, Mississippi to white majority Madison County, Mississippi and white majority Rankin County, Mississippi.

93. Since 1970, after the federal highway and bridge STP funds were distributed to the JSMA MPO, the JSMA MPO, the defendants, pursuant to a policy, practice, custom, or approval of the MTC f/k/a MDOT and the CMPDD, deliberately and intentionally failed and refused to distribute a majority of the federal highway and bridge STP funds to black majority Hinds County, Mississippi and deliberately and intentionally distributed the majority of the federal highway and bridge STP funds to the white majority counties of Madison and Rankin and the majority white municipalities of Madison, Ridgeland, Gluckstadt, Pearl, Brandon, Richland, and Flowood, Mississippi.

94. Since 1970, after the federal highway and bridge STP funds were distributed to the JSMA MPO, the JSMA MPO, the defendants, pursuant to a policy, practice, custom, or approval of the MTC f/k/a MDOT and the CMPDD, failed and refused to distribute a majority of the federal highway and bridge STP funds to black majority Hinds County, Mississippi which resulted in a majority of the federal highway and bridge STP funds being distributed to the white majority counties of Madison and Rankin and the majority white municipalities of Madison, Ridgeland, Gluckstadt, Pearl, Brandon, Richland, and Flowood, Mississippi.

95. Since 1970, the white majority counties of Madison County and Rankin County,

Mississippi and the white majority municipalities of Madison, Ridgeland, Gluckstadt, Pearl, Brandon, Richland, and Flowood, Mississippi have received the benefit of the federal highway road and bridge STP funds that were appropriated and distributed because of the black majority population in Hinds County, Mississippi without giving Hinds County, Mississippi its fair share of federal highway and bridge STP transportation funds.

96. The defendants, jointly and severally, have engaged in a pattern of intentional discrimination by deliberately allocating a disproportionate percentage of federal highway and bridge funds to predominately white counties and neglecting the transportation needs of the African-American citizens in Hinds County, Mississippi inasmuch, as reflected by the 2010 Federal Decennial Census, the combined population of Hinds County, Madison County, and Rankin County is 482,105, of whom the population of Hinds County is 245,285, the population of Madison County is 95,203, and the population of Rankin County is 141,617 with Hinds County comprising 50.88% of the combined population of all three counties.

97. Hinds County, Mississippi is 77.9% African American despite its composition of 50.88% of the combined tri-county population, yet according to data provided by the United States Department of Transportation and the Federal Highway administration, Hinds County only receives 44.10% of the federal highway funds allocated to the tri-county area since 1990, and it is estimated that less than 20% of that money makes its way into the African American Community.

98. The disparity in federal highway and bridge funds actually spent in the African American community in Hinds County, Mississippi is not a coincidence, but the product of a deliberated design by the defendants, jointly and severally, in structuring policies and procedures governing the allocation of these funds which results in discrimination against African-Americans

and places African-Americans at a substantial financial and fiscal disadvantage in building, repairing, replacing, and expanding their streets, roads, highways, and bridges.

99. The actions and inactions of the defendants, jointly and severally, since 1970, have constituted a continuing violation of Title VI of the Civil Rights Act of 1964, 42 U. S. C. § 2000d, 42 U. S. C. § 1983, and the federal regulations promulgated pursuant thereto, 23 C. F. R. Part 200 through 23 C. F. R. Part 200.9, 23 C. F. R. Part450.220(a)(2), 49 C. F. R. Part 5(b)(2), 49 C. F. R. Part 21.5(b)(3), 49 C. F. R. Part 21.5(b)(7), and 42 C. F .R. Part 21.5.

100. As a proximate result of the actions and inactions of the defendants, jointly and severally, as mentioned above, the African American citizens of Hinds County, Mississippi have suffered an economic loss and the loss of federal highway and bridge funds.

101. As a proximate result of the actions and inactions of the defendants, jointly and severally, as mentioned above, the federal highway and bridge funds have not been distributed on a population basis as required by law.

102. As a proximate result of the actions and inactions of the defendants, jointly and severally, as mentioned above, the federal highway and bridge funds have been distributed on a racially discriminatory basis and for a racially discriminatory purpose in violation of federal law.

103. The actions and inactions of the defendants, jointly and severally, as mentioned above, have caused the urbanized black majority population in Hinds County, Mississippi and the BOS to share federal highway and bridge STP transportation funds set aside for urbanized areas with a population of 200,000 or more with the much more rural majority white populations and the white majority boards of supervisors in Madison County and Rankin County, Mississippi.

104. As a proximate result of the actions and inactions of the defendants, jointly and

severally, as mentioned herein, the BOS has not been able to initiate certain road projects and improve existing roads, or repair and replace substandard bridges in Hinds County, Mississippi

105. As a proximate result of the actions and inactions of the defendants, jointly and severally, as mentioned herein, the BOS has not been able to develop and maintain certain roads and bridges in Hinds County, Mississippi.

106. As a proximate result of the actions and inactions of the defendants, jointly and severally, as mentioned herein, the roads and bridges in Hinds County, Mississippi are unequal to the roads and bridges in Madison County, Mississippi and Rankin County, Mississippi, and the unequal roads and bridges in Hinds County, Mississippi has adversely affected the property value of the property owned by the plaintiffs in Hinds County, Mississippi.

107. The actions and inactions of the defendants, jointly and severally, as mentioned above, were deliberate, intentional, and in reckless disregard for the rights of the plaintiffs.

108. The actions and inactions of the defendants, jointly and severally, as mentioned above, have resulted in discrimination against the plaintiffs.

109. As a proximate result of the actions and inactions of the defendants, jointly and severally, as mentioned above, the plaintiffs have been injured and damaged.

110. As a proximate result of the actions and inactions of the defendants, jointly and severally, as mentioned above, the plaintiffs suffered a loss of road, street, highway, and bridge funding on an annual basis each year from 1970 and a diminution in their property value.

CAUSES OF ACTION

COUNT I - DECLARATORY JUDGMENT

111. The plaintiffs, pursuant to 28 U. S. C. §§ 2201 and 2202 and Fed. R. Civ. P. 57,

requests the Court for a declaratory judgment that the actions and inactions of the defendants, jointly and severally, as mentioned above, violated rights secured to plaintiffs by the surface transportation block grant program and the metropolitan transportation policy, 23 U. S. C. §§ 101, 133,and 134, and Title VI of the Civil Rights Act of 1964, 42 U. S. C. § 2000d, 42 U. S. C. §§ 1983 and 1988, and the federal regulations made applicable to the defendants pursuant to 23 C. F. R. Part 200 through 23 C. F. R. Part 200.9, 23 C. F. R. Part450.220(a)(2), 49 C. F. R. Part 5(b)(2), 49 C. F. R. Part 21.5(b)(3), 49 C. F. R. Part 21.5(b)(7), and 42 C. F .R. Part 21.5.

COUNT II - INJUNCTIVE RELIEF

112. The plaintiffs, pursuant to 42 U. S. C. § 1983 and Fed. R. Civ. P. 65, requests the Court to issue an injunction temporarily, preliminarily, and permanently enjoining the defendants, jointly and severally, from violating the rights secured to the plaintiffs by Title VI of the Civil Rights Act of 1964, 42 U. S. C. § 2000d, and 1983, and the federal regulations promulgated pursuant to 42 U. S. C. 2000d, 23 C. F. R. Part 200 through 23 C. F. R. Part 200.9, 23 C. F. R. Part450.220(a)(2), 49 C. F. R. Part 5(b)(2), 49 C. F. R. Part 21.5(b)(3), 49 C. F. R. Part 21.5(b)(7), and 42 C. F .R. Part 21.5.

COUNT III - EQUAL PROTECTION (Intentional Discrimination)

113. The actions and inactions of the defendants, jointly and severally, in intentionally and deliberately discriminating against African-American , citizens, residents, taxpayers, and landowners in Hinds County, Mississippi by deliberately allocating a disproportionate percentage of federal highway and bridge funds to predominately white counties and neglecting the transportation needs of the African-American citizens, residents, taxpayers, and landowners in Hinds County, Mississippi violate the rights secured to plaintiffs by the Equal Protection Clause of the Fourteenth Amendment

to the United States Constitution and 42 U. S. C. § 1983.

COUNT IV - EQUAL PROTECTION (Discriminatory Results)

114. The actions and inactions of the defendants, jointly and severally, which results in discrimination against African-American citizens, residents, taxpayers, and landowners in Hinds County, Mississippi by allocating a disproportionate percentage of federal highway and bridge funds to predominately white counties and neglecting the transportation needs of the African-American citizens, residents, taxpayers, and landowners in Hinds County, Mississippi have a disparate impact on the African-American citizens, residents, taxpayers, and landowners in Hinds County, Mississippi and violate the rights secured to plaintiffs by the Equal Protection Clause of the Fourteenth Amendment to the United States Constitution and 42 U. S. C. § 1983.

COUNT V - TITLE VI, CIVIL RIGHTS ACT OF 1964 (Intentional Discrimination)

115. The actions and inactions of the defendants, jointly and severally, in intentionally and deliberately discriminating against African-American citizens, residents, taxpayers, and landowners in Hinds County, Mississippi by deliberately allocating a disproportionate percentage of federal highway and bridge funds to predominately white counties and neglecting the transportation needs of the African-American citizens, residents, taxpayers, and landowners in Hinds County, Mississippi violate the rights secured to plaintiffs by Title VI of the Civil Rights Act of 1964, 42 U. S. C. § 2000d and 42 U. S. C. § 1983.

COUNT VI - TITLE VI, CIVIL RIGHTS ACT OF 1964 (Discriminatory Results)

116. The actions and inactions of the defendants, jointly and severally, which results in discrimination against African-American citizens, residents, taxpayers, and landowners in Hinds County, Mississippi by allocating a disproportionate percentage of federal highway and bridge funds

to predominately white counties and neglecting the transportation needs of the African-American citizens, residents, taxpayers, and landowners in Hinds County, Mississippi violate the rights secured to plaintiffs by Title VI of the Civil Rights Act of 1964, 42 U. S. C. § 2000d and 42 U. S. C. § 1983.

CAUSATION, INJURY, AND DAMAGES

117. As a proximate result of the actions and inactions of the defendants, jointly and severally, the plaintiffs have been injured and damaged and suffered economic, financial, and fiscal losses.

118. As a proximate result of the actions and inactions of the defendants, jointly and severally, the plaintiffs seek compensatory damages, recoupment at current value, pre-judgment interest, and post-judgment interest against the defendants, jointly and severally.

RESTITUTION

119. The defendants, jointly and severally, have discriminated against the plaintiffs continually on an annual basis since 1970 by allocating a disproportionate percentage of federal highway and bridge funds on a racially discriminatory basis to predominately white counties in the tri-county area and neglecting the transportation needs of the African-American citizens, residents, taxpayers, and landowners in Hinds County, Mississippi, and the plaintiffs request restitution at current value, with pre-judgment interest, post-judgment interest, and future payments to reimburse the plaintiffs for the federal highway and bridge funds to which they were entitled to but did not receive from the defendants annually since 1970.

DISGORGEMENT OF FUNDS

120. The defendants, jointly and severally, have discriminated against the plaintiffs

continually on an annual basis since 1970 by allocating a disproportionate percentage of federal highway and bridge funds on a racially discriminatory basis to predominately white counties in the tri-county area and neglecting the transportation needs of the African-American citizens, residents, taxpayers, and landowners in Hinds County, Mississippi, and the plaintiffs request an order that the defendants disgorge the federal highway road and bridge funds at current value, together with pre-judgment interest and post-judgment interest, received from the defendants that should have been awarded to Hinds County, Mississippi and to pay such disgorged federal highway road and bridge funds at current value to the BOS.

JURY DEMAND

121. The plaintiffs, pursuant to Fed. R. Civ. P. 38, demand a jury trial on their claim for compensatory damages.

WHEREFORE, PREMISES CONSIDERED, the plaintiffs, jointly and severally, pray that their complaint be received and filed, and that process issue thereon to the defendants, and this matter be set down for an expeditious hearing, and, upon said hearing, the Court grant plaintiffs the following equitable relief:

a. A declaratory judgment that the actions and inactions of the defendants, jointly and severally, as mentioned above, violated rights secured to plaintiffs by the surface transportation block grant program and the metropolitan transportation policy, 23 U. S. C. §§ 101, 133,and 134, and Title VI of the Civil Rights Act of 1964, 42 U. S. C. § 2000d, 42 U. S. C. §§ 1983 and 1988, and the federal regulations made applicable to the defendants pursuant to 23 C. F. R. Part 200 through 23 C. F. R. Part 200.9, 23 C. F. R. Part450.220(a)(2), 49 C. F. R. Part 5(b)(2), 49 C. F. R. Part 21.5(b)(3), 49 C. F. R. Part 21.5(b)(7), and 42 C. F .R. Part 21.5.

b. A temporary restraining order enjoining the defendants, jointly and severally, from violating the rights secured to plaintiffs by the surface transportation block grant program and the metropolitan transportation policy, 23 U. S. C. §§ 101, 133,and 134, and Title VI of the Civil Rights Act of 1964, 42 U. S. C. § 2000d, 42 U. S. C. §§ 1983 and 1988, and the federal regulations made applicable to the defendants pursuant to 23 C. F. R. Part 200 through 23 C. F. R. Part 200.9, 23 C. F. R. Part450.220(a)(2), 49 C. F. R. Part 5(b)(2), 49 C. F. R. Part 21.5(b)(3), 49 C. F. R. Part 21.5(b)(7), and 42 C. F .R. Part 21.5.

c. A preliminary injunction enjoining the defendants, jointly and severally, from violating the rights secured to plaintiffs by the surface transportation block grant program and the metropolitan transportation policy, 23 U. S. C. §§ 101, 133,and 134, and Title VI of the Civil Rights Act of 1964, 42 U. S. C. § 2000d, 42 U. S. C. §§ 1983 and 1988, and the federal regulations made applicable to the defendants pursuant to 23 C. F. R. Part 200 through 23 C. F. R. Part 200.9, 23 C. F. R. Part450.220(a)(2), 49 C. F. R. Part 5(b)(2), 49 C. F. R. Part 21.5(b)(3), 49 C. F. R. Part 21.5(b)(7), and 42 C. F .R. Part 21.5.

d. A permanent injunction enjoining the defendants, jointly and severally, from violating the rights secured to plaintiffs by the surface transportation block grant program and the metropolitan transportation policy, 23 U. S. C. §§ 101, 133,and 134, and Title VI of the Civil Rights Act of 1964, 42 U. S. C. § 2000d, 42 U. S. C. §§ 1983 and 1988, and the federal regulations made applicable to the defendants pursuant to 23 C. F. R. Part 200 through 23 C. F. R. Part 200.9, 23 C. F. R. Part450.220(a)(2), 49 C. F. R. Part 5(b)(2), 49 C. F. R. Part 21.5(b)(3), 49 C. F. R. Part 21.5(b)(7), and 42 C. F .R. Part 21.5.

e. An order requiring the defendants to pay restitution at the current value, together with pre-judgment interest and post-judgment interest, and future payments reimbursing the plaintiffs for the federal highway and bridge funds they were unlawfully deprived of to which they were entitled but did not receive from the defendants annually since 1970.

f. An order requiring that the defendants disgorge the federal highway and bridge funds at the current value, together with pre-judgment interest and post-judgment interest, received from the defendants that should have been awarded to Hinds County, Mississippi and to pay such disgorged federal highway road and bridge funds to the BOS.

g. Litigation costs, including a reasonable attorney's fee pursuant to 42 U. S. C. § 1988.

h. The plaintiffs demand an award of compensatory damages in an amount that is within the jurisdictional limit of this Court that may be awarded by the trier of fact, together with pre-judgment interest and post-judgment interest,.

I. And, the plaintiffs request general relief to which they may be entitled.

This the 19th day of May, 2017.

Respectfully submitted,
HINDS COUNTY, MISSISSIPPI BOARD OF SUPERVISORS, In Its Official Capacity; CHARLES HOLMES, DWAYNE STARLING, and TERRY STARLING, Individually, and on Behalf of All Others Similarly Situated

PLAINTIFFS

BY: ______________________
BARRY WAYNE HOWARD, ESQ.
CARROLL RHODES, ESQ.

BARRY WAYNE HOWARD, ESQ. - MSB NO. 2704
TIMOTHY CRAIG HOWARD, ESQ. - MSB NO. 10687
HOWARD LAW FIRM

4273 I-55 North, Suite 100
Jackson, MS 9206
Telephone: (601) 713-7420
Facsimile: (601) 713-6429
E-Mail: bwhoward@bellsouth.net
E-Mail: timchoward@yahoo.com

CARROLL RHODES, ESQ. - MSB NO. 5314
THE LAW OFFICES OF CARROLL RHODES
P. O. Box 588
Hazlehurst, MS 39083
Telephone: (601) 894-4323
Facsimile: (601) 894-4323
E-Mail: crhode@bellsouth.net

ROCKY WILKINS, ESQ. - MSB NO. 99707
ROCKY WILKINS LAW FIRM
475 East Capitol Street
Jackson, Mississippi 39201
Telephone: (601) 948-6888
Facsimile: (601) 948-6889
E-Mail: rocky@rockywilkinslaw.com